June 1968

M&T NEWS

ROTHERHAM TROLLEYBUS 37, preserved by the S. O. E. S.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T. NEWS

June 1968 No.43

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SOCIETY NEWS

A rather quiet month,because of having to save money for the final instalment of the '37 Repaint' bill.This has now been met in full,and we are very grateful to everyone for helping us meet our total so quickly.The holiday months are now with us,but by the end of August we hope to have 231 on the road,and to begin a really exciting season of tours.

The next tour - a short one to Huddersfield and Halifax will take place on Sunday 7th.July.Full details are enclosed - on our last tour only 13 attended and thus we could not give any refund on the £1 fare,please do come along if you can,and bring your friends to give us a full load this time.

A few members are now building up their own trolleybus systems with our models,a trolleybus has just been dispatched in one Manchester member's livery of crimson and duck egg blue - why not send us your fleet livery and let us build up your fleet.

SALES DEPARTMENT NEWS

Main news this month is of a special arrangement between the SOES and Mr.M.J.Tales, a well known ticket vendor.The arrangement is that our members may purchase items from Mr.Tales at 2/3 the list price;of the money paid ½ is retained by Mr.Tales and the other ½ is put to the preservation of SOES buses.

Purchases under this system can only be made using a special reduction slip.You should find one, suitably issued to you by Eric Wilson or Paul Fox, enclosed with this copy of M.& T.News.

An advertisement listing the items available under

this scheme is included in this issue.

We would like to take this opportunity to thank Mr.Tales for his generosity in allowing the Society this special rate.It is a kind gesture which helps you,our members,to help yourselves and the Society at the same time.

Another ten new photos have been introduced this month - seven buses,three trams,all Sheffield.Details appear elsewhere in this issue.We hope to have photos of 37 and the Swifts available in the near future.

Finally we wish to thank those who have taken the trouble to donate tickets and stamps in the last month.

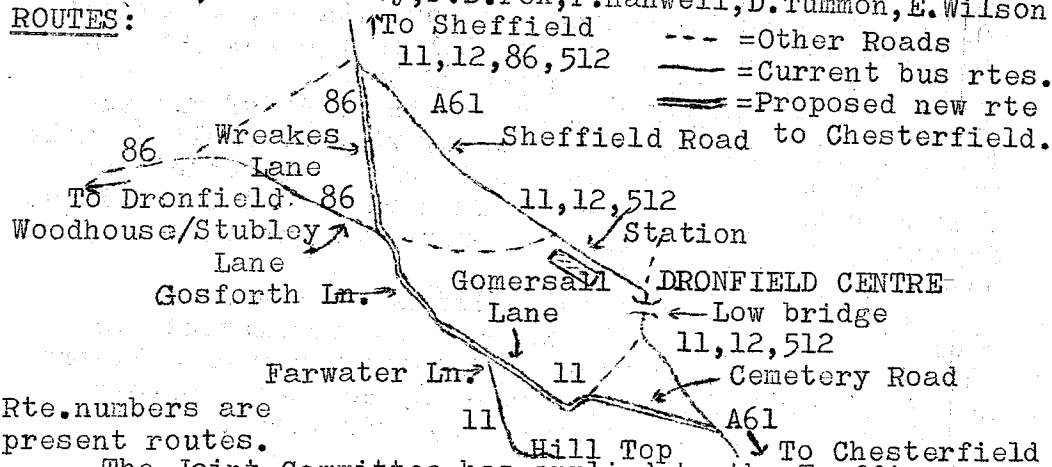
Eric Wilson Paul D.Fox.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT (See also 'Go to blazes')

by R.Banks,P.Beardsley,P.D.Fox,P.Hanwell,D.Tummon,E.Wilson

ROUTES:



The Joint Committee has applied to the Traffic Commisioners to run an alternative route to Chesterfield. The new route will cut out the narrow roads and low bridge through Dronfield.

Buses will travel as normal rte.12 and then leave the A61 to go up Wreakes Lane(Like rte.86).They will then follow Gosforth Lane,Farwater Lane and back to the A61 via the present rte.11,and follow the normal route to Chesterfield.

Changes are also planned for rte.22;alternate buses will go via Reney Road,Reney Ave.,Reney Drive and Bradway from the B6054 to Wollaton Road via Prospect Rd.

In the new timetable,no.191,rtes 12/17/22/27/30/36/59/61/63/86/105/512 are all marked "Subject to alternation" and the following route changes are planned for the end of July(Trade Union permitting):

12 - via route overleaf
17 extended to Bradway
22 - revised timetable
27 revised timetable
30 - revised timetable
36 possibly to new Jordanthorpe Estate
59 - cancelled
61 - to Millhouses or Woodseats only
63 - runs to Greenhill(not a circular)
86 - revised timetable
105 - revised timetable
512 - via new route overleaf.

Newhall Road between Carlisle Street and Saville Street has been closed so that rte.5 has been rerouted via Carlisle Street and round to Newhall Road.

VEHICLE NEWS All the 'B' fleet Swifts are now in service: 1019-29 TWE 119-29F Swift 2P2R162-72 Park Royal B53F U.W. 7t,10c,2q. They are allocated to EB and are usually on rtes. 8/9/15/19/21/26/62/64 on weekdays and rtes 8/9/40/84 at weekends.Occassioanl trips have been run on rtes. 24/28/31 and(on loan to other garages) 12/30/73/105. also 1022 was on rte.66 on 14/6/68.

All of these buses have now been through Central Works for a check,and,if neccessary,repairs e.g.1025 needed a new piston,1026 a new chain bearing;1022 new nearside corner moulding.The main toruble has been the lack of handrails at the entrance and at least one standee-type strap on each side over the longitudinal seats,and a stantion in the middle of the entrance have been fitted.

Some of the 'A' fleet,dual-entrance Swifts are also in service,their unladen weight is less than the others - 7t. 9c. 3q. :-
15-7/9-21 TWE 15-7/9-21F 2P2R173-5/7-9 Park Royal B49D they are on rtes.23/32(Greenland),and 20 was on rte.60 on 12/6/67,17 on 60 14/6/67(Greenland work 60 extras) Dates of delivery are: 15/6 - 28/5/68,20 - 5/6/68, 17/9/21 by 12/6/68,and they entered service thus:- 15 - 1/6/68,16 - 3/6/68 and 17/9/21 - 13/6/68.It is not known when 20 entered service as it was thoroughly inspected for at least a week in Central Works.

The intention to have no standees forward of the exit is made obvious by the complete lask of handrails in the saloon.These buses were,however,delivered with entrance

stantions and about four standee straps on each side.

On 31/5/68 16 was parked just inside EB.The bus was insepcted by Mr.Humpidge,Transport Officials and the Trade Union,after which the depot was virtually thrown open to the public,giving ample opportunity to inspect the vehicle.At 2 p.m. the bus was taken to G1,running on trade plates 042 WA.All of the Swifts have a continuous bellstrip underneath the luggage rack along the offside, a the dual entrance ones have a bell push by the exit doors.The bell,when pushed,illuminates a 'Bus Stopping' sign,which is extinguished by opening the doors or pushing the bell again.Crew reaction has generally been unfavourable,the most printable comments being "flaming rubbish" and "should go for scrap".LATE NEWS - 22(TWE 22F) was delivered to Central Works on 14/6/68.Chassis no.2P2R180.

WITHDRAWLS April 1968 708-17.The whereabouts of withdrawls on 10/6/68 was as follows:- Behind Hr.- 710
Behind Gl - 709/11/5-7 - these may become trainers
Behind EB - 26,MC62/4,669/76/8/81/6/8/9/93-7,702-6/8,1279, 2169/74/6/7/86/91 Inside Ld. - 712-4
714 is the first bus without the red line to be withdrawn

REPAINTS 105/6,343/55,1016,3157/9,494,1253,3164/5
799 is running in undercoat prior to repainting.The following is a list of vehicles which have been repainted without the red line:-
6/10,90,103/5/6,343/55/8/9/66/9,435/6/8/40/1/4-6/8/9/52-60 486/94/5,514/5/9/25,714/8/22/81/2/5/6/8/9/98,803/8/13/6/7/ 20/30/4/42/61/3/7/9/70/2-5/96-9,908/15-8/20-32/65-8/70-5/ 8-83/5,1006-10/2/3/5/6,1253/61/2/5/8/77/92/5-7,1328/30/2/ 6/7/43/4/7-9/60/4-6/9/71-4/6,3076-81,3150/1/7-9/64/5

1402 only has a red line on the offside;120 has it on the offside and front - this half repainting seems to be a Ld speciallity!

NEW FITTINGS etc.892,919 have had their lovre type vents over the front lower deck windows replaced by box vents. 90 has a rectangular mirror on the nearside.3077 and 1010 have been converted to one-man,like 3081 except that they only have reversing lights and no reversing sign.All three have rectangular mirrors on both sides.The following have rectangular nearside mirrors: 90,101-26/36/41/5/8-50/2/4/ 6/7/9/60/83/7/9-91,369,896/7/9,917/9/21/5/64-6,1392/3, 1401-3. The following have rectangular mirrors on the near and off-sides:- 140,923/43,1010,3077/81 and all the Swifts.

GENERAL NOTES The new Setright machines have gone to Leadmill,replacing Ultimates . A Neepsend Atlantean was badly damaged in an accident with a car on Ringinglow Rd. on 13/6/68.

On the 1st.day of the X68 route vehicles used were:- Yorkshire Traction 221,Huddersfield 27,Sheffield 1018. The first run from Halifax employed Halifax 256(Reliance/ Plaxton) carrying Mr.Hilditch who was greeted at C.B.S. by Mr.Humpidge and Mr.Dyson.All three were photographed in front of 256 and this picture appeared in 'The Star', which commented that 256 was of the type to be used on this route - on reaching Halifax 256 was replaced by Monocoach 219,ex-Sheffield 1205 (from 1955)!

Details are to hand of the STD Children's outing to Mablethorpe on 5/6/68.The private hire no.was displayed on the blinds,and on a window sticker:-

Private Hire no.	Bus no.	Departed		Arrived Back	Private Hire no.	Bus no.	Departed		Arrived Back
1(G1)	3071	0804	(CBS E)	2130	2(G1)	3072	0804	(CBS E)	2131
3(G1)	1012	0804	(CBS E)	2130	4(EB)	1000	0804	(CBS E)	2131
5(EB)	1005	0804	(CBS E)	2133	6(EB)	3075	0805	(Harmer)	2136
7(EB)	1007	0805	(Harmer)	2135	8(EB)	1006	0805	(Lane)	2132
9(EB)	1011	0806	(Lane)	2136	10(EB)	1008	0806	(")	2131
11(EB)	1009	0806	(")	2132					

All went to Mablethorpe via Shegness and left Mablethorpe at 1800.1007 returned with minor front end damage and 1009 with rear end damage,1009 having reversed into 1007.At least one coach had to stop for repairs on the outward journey.As G1 had its coach fleet reduced by half,some coach journeys used Regal IV's:- 12 on rtes.99,111,13 was on rte.23 with Swift 16!

OBSERVATIONS 711 on 75,473 on 52 11/4/68;269/73 on 23 13/4/68;523 on 53 14/4/68;1256 on 42 30/4/68;150 on 9,519 on 35 1/5/68;1285 on 9,3160 on 8 3/5/68;1009 on 45,717 on 88 and 32,2186 on 75 6/5/68;3074 on 45 7/5/68;713 on 22, 525 on 174 13/5/68;3164 on 41 14/5/68;1011 on 33,156 on 506 15/5/68;3079 on 45,723 on 52,718 on 52,1331 on 65 16/5/68;524 on 9,788 on 8/53/65/75 - a record? 17/5/68; 1008 on 20,3082 on 150,7 on 45 20/5/68;264 on 15,267 on 41, 21/5/68;1331 on 151 22/5/68;159 on 150,1371 on 97 23/5/68; 1330 on 67 24/5/68;264 on 93 27/5/68;924 on 88 28/5/68; 354 on 1 30/5/68;919 on 72,1332 on 33 3/6/68;344 on EB- this bus broke down on the 53 5/6/68;1010 on 45,267 on 113 10/6/68;3081 on 45 11/6/68;3076 on 150,786 on 190 12/6/68;

820 on 5,1272 on 61,3162,524 on 45 13/6/68;1284 on 45,1296 on 46,3081 on 44 14/6/68.

Neepsends are used mostly on rtes 97/8 now,having been replaced by Park Royals and MCWs on the 81/2.Neepsends on 42/53 are usually the repainted ones(343/55/8/9)

Finally in this bumper S.T.D. edition:-

COMMENTS ON OUR TIME? On 29/5/68 189 was on rte.75.The top blind from the front box was neatly rolled on the front 'shelf' on the upper deck - no-one save EW noticed.

During Whit week a Swift was seen badly parked at a dangerous back street junction - EB mechanics had sent to the chip shop for their dinners!

On 7/6/68 the driver of 189,about to leave EB,Borrowed a spanner from an SOES member to adjust the nearside mirror. on returning this he commented "they've got bloody nothing here!"

MUNICIPALITIES,THC & ex-BET Cos.

R.Banks, P.D.Fox, E.Wilson, P.Hanwell, P.Beardsley.

COUNTY MOTORS New is 115 NCX 268F
Leyland PSUC1/2 850728 Marshall B45F

DONCASTER New are 46-55 UDT 446-55F
Leyland Royal Tiger Cub RTC1/1 800261/2/70/1/91-4/310/1
Roe B45D

EAST MIDLAND D110 and D183 have been seen on driver training duties in Sheffield.

EAST YORKSHIRE New are 852-5 NKH 852-5F
Daimler CRG6 62539-42 Park Royal H68F
845-8 are reg. MAT 845-8F and not as previously stated.

HALIFAX Recently acquired was ODK 770.This was purchased in March and is a MU3RV Reliance (Ch.no.941) with Burlingham C41F bodywork,ex-Streamline,Rochdale.

HEBBLE Owing to a weight restriction in Halifax,5 30ft Regent V's have been exchanged indefinitely for PD2's from Yorkshire Woolen and Traction.The following are concerned:-
254(UTF 930) - Yorkshire Woollen 54,for Hebble 308
693-5/9(EHE 924-6/32) - Yorkshire Traction 693-5/9 for Hebble 305-7/14. (The 200 was added to the 'Woollen' bus's fleet no. because Hebble have a 54 - a Thames coach)
On order for 1968/9 delivery:
79/80 Reliance/Willowbrook DP49F Due May 1968
81-3 Reliance/Alexander DP49F Due 1969
108/9 Reliance/Marshall B53F Due 1969

LEEDS More Swifts have entered service here too:-
86-99 MUB 186-99F MP2R134/9-42/220-8 M.C.W. B48D
100 MUG 100F MP2R229 M.C.W. B48D
Withdrawn are 29-31(March), 32-4(April)

ROTHERHAM have eleven Fleetline chassis in store at their depot.chassis nos. are 62926-30 and 62263-8.There is also another in the works,No.unknown.The following buses are in the new liwery - the cream being extended around the rear dome - 69/72/4/6/8/9/83/5/7,157/61,216/7/9/22/3/33. The ½d tickets are now a lighter pink being almost identical to the 1½d,which was somewhat lighter before.

SOUTHDOWN New vehicles are:-
216-24 KUF 216-24F Bristol RESL6G
RESL1/184-91/5 Marshall B45F
1232/5/7/8 LCO 232/5/7/8 Leyland PSU3/3RT
800041/410/510/625 Plaxton C49F

CHESTERFIELD one of this operator's Atlanteans was using a Sheffield setright machine on rte.12 on Friday 14/6/68.214 has been badly damaged in a crash with a lorry.

WEST RIDING The first Wulfrunians have been withdrawn, and some have gone for scrap! - Tillings influence? Buses concerned are 870/6/8-81/3-6/8 and 938.870 was an accident victim;938 was unique in the fleet being the only one with Northern Counties bodywork.

WILTS & DORSET 913(BMW 138C) was in the S.U.T. depot from June 5th.to June 9th.The vehicle is a Duple-bodied SB13

YORKSHIRE TRACTION the following have entered service:-
508-14 NHE 8-14F Leyland PSU4/4R
70162/2236-8/400-8 Marshall B45F
17-8,NHE 17-8F Leopard/Plaxton C49F and 222-5,NHE 22-5F Leopard/Alexander DP49F - full details next month.403 is on hire to Mexborough and Swinton - it still has the old fleetname on the front.

YORKSHIRE WOOLLEN also have some new coaches - and some second hand units!
New: 406-11 EHD 521-6F Leyland PSU3 8000576/7/628/9/849/50 Alexander C45F
Second-hand: ex-Maidstone and District 304/6/47-50 (304/6/47-50 TKM) Reliance MU3RV Harrington C37C built 1954/5. BHD 702-7(Reliance/Weymann Fanfare) have been renumbered once again,this time to

make way for the coaches noted above,(406-11).Originally 702-7,these were renumbered 406-11 in the mass renumbering recently,they are now 456-61.

SHEFFIELD UNITED TOURS 338/42/5 have had their silver strips removed from the red side panels.This was,presumably, to bring the coaches into line with the new deliveries.The appearance of these coaches is now very strange as the new deliveries have very shallow red panels compared with the three mentioned.324 has been scrapped after an accident.

SALFORD have invited tenders for external advertisements on their 270 buses.It is hoped to raise between £15,000 and £22,000 per year by this venture.It looks as though the coat-of-arms will have to come down to earth!

SOUTHPORT open-topper 89 was used by the Manchester Utd., Football Club for their journey from the Station to the Town Hall after winning the European Cup.

MEXBOROUGH & SWINTON were using the recently acquired Yeates-bodied Bedford(115) on rte.90 on Friday 14/6/68, and Tuesday 11/6/68.

INDEPENDENTS SECTION

by R.Banks, P.D.Fox, P.Hanwell, E.Wilson, P.Beardsley.

ANDREW,Sheffield - UWE 588F is VAM14

BARLOW,Clay Cross — BML 870A Bedford VAL14
1112 Plaxton — C52F ex.Young,Ranipton 4/68

BEEHIVE,Adwick — GYG 443F Bedford VAM70
451248 Plaxton — C45F New 4/68

EXCELSIOR,Dinnington — UWU 960F Bedford SB5
454215 Duple — C41F New 4/68
UWU 961F Bedford SB5
454856 Duple — C41F New 4/68

FURNESS,High Green — BWR 495B,HWX 421D were licenced in 4/68

HULLEY,Baslow — JBV 234 Guy Warrior
2224 Plaxton — C39- ex.Webb,Macclesfield 4/68

LAW BROS.,Sheffield further to fleet list FJN 210 was acquired from Hanson,Yaddlethorpe.

PENNINE,Gargrave — GWU 521F Leyland PSU4/3R
800408 Willowbrook DP45F New 4/68

G.POWELL,Wickersley — 541 GWX Bedford SB3
93986 Plaxton — C41F ex.Longstaff,Mirfield 4/68

T.G.POWELL,Rotherham — 1543 WA Bedford SB3
86439 Plaxton — C41F ex.Martin,Sheffield 4/68

RILEY,Rotherham HET 20F Bedford VAM70
451763 Plaxton C45F New 4/68
HET 440F Bedford VAM14
6865612 Duple C45F New 4/68
HET 460F Bedford VAM14
6874646 Duple C45F New 4/68
VARAM,Wickersley CBU 867C Bedford SB5
95979 Plaxton C41F ex Lyles,Balby 5/68
CBU 868C Bedford SB5
96029 Plaxton C41F ex.Lyles,Balby 5/68
WILSON,Stainforth 69 UWX 217F Bedford VAM70
451287 Duple C45F New 3/68
UYG 110F Bedford VAM70
451772 Plaxton C45F New 5/68
BOOTH & FISHER,Halfway SNU 235 has been seen on driver training.
GREYHOUND,Sheffield Recently acquired vehicles are:-
6876 RE Bedford SB8 Duple C41F ex.Potteries SL997. Built in 1960 P.M.T. obtained the vehicle in 1965 from Stanier,Newchapel.Greyhound repainted the sides of the coach in late May,and it was seen running on trade plates 270 WA.
DJN 559 KS6B ECW L27/28R ex.Eastern National 2304 1950
FMO 951/3 LL6B ECW B39R ex.Thames Valley 569/71 1951
FMO 964 LWL6B ECW B39R ex.Thames Valley 582 1951
GSC 851 SB Duple (Mid) B42F Transferred from Arbroath.
The firm have had a general clearout of withdrawn buses which were scattered about the forecourt.Some of those gone are: EJN 635,FJN 203,GFW 846,BCK 889,KFM 768,HBL 75, SPT 68,DCN 889,AHL 94,AHL 52,ENL 681,ex-Huddersfield 655 (never operated),and the Henry Boots vehicle HSM 643.
GOSPORT & FAREHAM (PROVINCIAL) /+15
New:- 38 MHO 189F Seddon Pennine II 41937 Strachan B40D
This is the first brand new vehicle for 10 years.8 more were due in May,and are similar to Hants & Dorset VAM's. The General Manager states that 6 more may be purchased in 1969.

GO TO BLAZES? - Paul Berdsley & Eric Wilson.

The fire at Arnold Laver's woodyard on 5th.June caused much chaos.On arrival of the fire brigade several nearby roads were closed,including parts of Queens Road and Charlotte Road.Bus services were given altered routes but did not appear to keep to these.Myself and Philip Hanwell kept check of these,whilst Eric Wilson and Paul Fox kept watch for activity at East Bank and Sheffield United Tours,who had already moved all coaches from the yard at the side of the depot.Later several were removed from the depot,and all the garage doors at East Bank were closed.

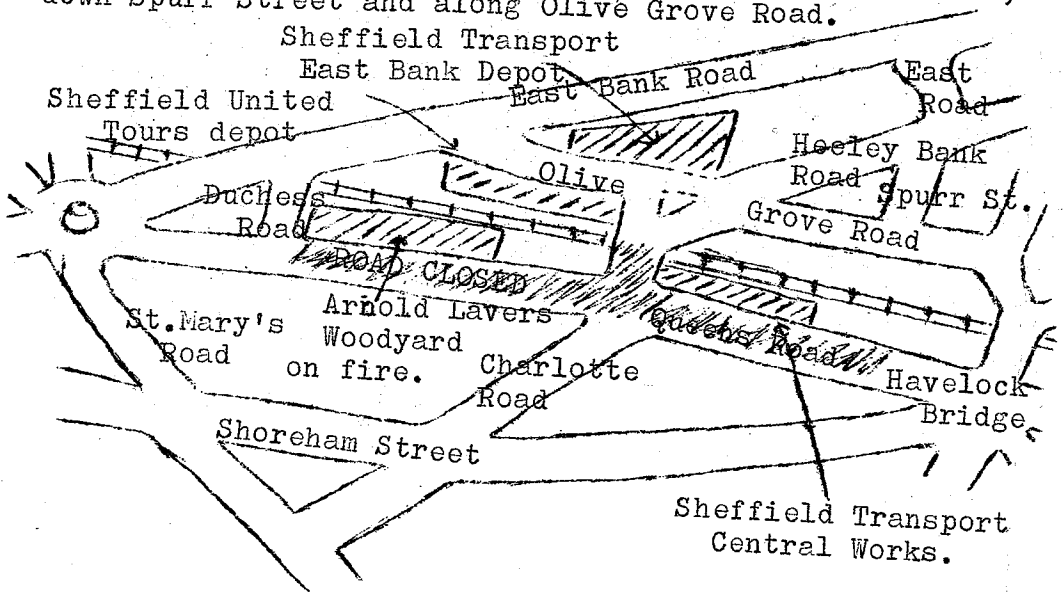
ROUTES - See map below

12 - only one of these was seen,167,a Neepsend-Atlantean travelling up East Bank Rd.The official route was via Shoreham Street (as was rte.11)

28,30,43,105 Several of these travelledas normal to Duchess Road,up Duchess Road,along East Bank Rd.,on Olive Grove Rd and as normal up Heeley Bank Rd - this was the official route.However many continued straight up East Bank,thus missing two stops.

51 - These ran from town as normal,down St.Mary's Road, along Queens Road to Duchess Road and as above.

53 - As 28 etc.but straight along Olive Grove Rd to Midhill Road,over Havelock Bridge and as normal.53's continuing up East Bank Rd.turned right along East Rd., down Spurr Street and along Olive Grove Road.



Congestion outside EB was not helped by an S.U.T. coach and a number of private cars parked on the road - in fact a well-known one-man driver nearly demolished R.C. Moore's commemorative tree when driving across the pavement to get to the road.The regulator at EB remarked, "They don't know what they're B--- well doing..but there's one thing for sure,when that bell goes at quarter to eleven I'm off out of it."

Even at 11.30 p.m. there was still chaos,and this was not improved when 890 came down Heeley Bank Road to turn up to EB and hit a car.This was made worse when the driver of a Swift on rte.9 attempted to weave his way through the line of traffic created by 890,and got stuck himself blocking all roads except the narrow dirt-track outside the depot,which had to be used by buses and cars alike.

The following morning roads were still closed,and changes of route were posted on bus stops - 12,512,53,9 runnigg via Shorham Street,rte.51 from St.Mary's Rd,down Shoreham Street to Havelock Bridge via Midhill Road,Olive Grove Road and Heeley Bank Road to the normal route.Rtes. 28,30,43,105 were diverted down East Bank Road and Duchess Road and as normal.

After roads had been reopened care still had to be taken on Queens Road and Charlotte Road through hose-pipes across the road.One of these was burst by a car at about 4.45 p.m.,and once again the odd bus was diverted - a 28 running via Charlotte Road and Shorham Street to town,and a 53 running the same way.

BOOK REVIEW by 'Monocoach'

1/= - I-SPY BUSES & COACHES 3¾" x5¼"
Dickens Press,161,Queen Victoria Street,London E.C.4

This is a first edition of buses and coaches in this series,and has an attrctive cover with a colour photograph of a London RT.The text is very simple and straight-forward,with little detail,excellent for any just beginning to take a serious interest.The book runs to 48 pages,and is rather confused in compilation.There are about 35 photographs intermingled with,in the main, excellent drawings and sketches.In particular the photographs of coach interiors,the FRM,RM chassis,and Bournemouth open-top Atlantean are very good.Unusually the so-called 'minibuses' are given good coverage.Perhaps the major irritating features are the reference to 'an unusual boneshaker bus',the 'honourable rank of coachman'

(for those gaining 1250 points or more);and since when have Sunderland Panthers resembled diesel railway engines?

On the whole,however,a bargain at the price in this day and age.

GLASGOW TROLLEYBUSES(SUPPLEMENT) B.T.DEANS. S.M.T.S. 3/=, 20 pages, 8¼" x 5½"

This book is principally a supplement,as indicated,to the excellent STMS 'Glasgow Trolleybuses' published in 1966,and,indeed,the page numbering is a continuation of this.The story of the 'decline and fall' of the system is continued up to the end,with much photographic emphasis on last trolley scenes etc. There is enlightened comment on the system in retrospect,and a list of amendments to the previous book,plus a general description and comment on the wiring.In a series of five appendices are given 1966/7 statistics,withdrawls,route alterations,enthusiast tous and garage allocations and the fate of these after conversion.Finally is a complete fleet list with fleet numbers,registration numbers,chassis and body numbers, delivery dates,licensing dates,last day in service and disposal details.

The presentation and photographs,except FGG-565 on p.68 are excellent,although the shading in green of the double-page photograph in the centre is unfortunate. Good value at 3/=.

TRAMWAY NEWS (D.Tummon)

GRIMSBY & IMMINGHAM tram no.26(ex Gateshead) has been moved from Clay Cross store to Consett(to join Sheffield 342)

BLACKPOOL Rail-coach type 1,no.220 is probably to be preserved,eventually at Crich.To create much-needed space and sparesthe immobile Coronation,313,has been cannibalised.'Boats' 229/31/2/4 and Brush car 301 have also been broken up,all have not been used for some time, the boats since 1963.

EASTBOURNE ELECTRIC TRAMWAY Double-decker no.8 is nearing completion.A new single-decker will be no.14. This is being rebuilt from a REAL Metropolitan E.T.tram no.94,originally to be restored,but has deteriorated due to lack of attention.

An ominous note has been sounded,as Eastbourne Corp. have refused to renew the lease.

AND NOW:- while the Sales Department are being generally certified, here we go with:

AUNT GERTRUDE'S COLUMN

HOW TO BUILD A TROLLEYBUS SYSTEM

(The following is an allegedly true story as told by a Midlands general manager)

"When I plan a new trolleybus extension pandemonium ensues; the highway authorities are against me, the planning authorities are against me, the transport committee disagree, and the police scream "no!" -- And so, late one night, I send out my tower wagon with a couple of poles, and, while everyone sleeps, they are erected on the roadside. The next day no-one notices, and thus, a few days later, under cover of darkness, more poles are sent out. And, after a few weeks the proposed route is lined with poles, though nobody has noticed them. So we wait a month or two, just to let everyone take this for granted - grass grows around the base, and they become just part of the scenery. Then, while all sleep, the wagon creeps from the depot loaded with wire and hangars - 'just mending the telephone wires' thinks the odd passer-by on night shift - and gradually the full route is completed. Amid all other electricity, telephone and television wires the new network causes no comment. The Following week, while paying her usual fare to town, Mrs. Brown remarks to her neighbour " the bus is strangely quiet this morning - you cant hear the engine at all!"

Duly rewarded the overhead crew take a short hoilday - until the next route extension is planned.

Don't send your pink undies through the mail - they'll turn smokey grey....

And free to you only, A.G.'s thought for the month:-

Do mechanical cricketers bowl rotor arms?

But take heart (or cyanide) there's more on the next page-

Here! - why should I print this - it's just a copy of last month's idea! Still I suppose our contributor will only resign if I dont,so here,from that well known 'rag' is:

AN EXCERPT FROM THE "MOURNING TELEPHONE" 31st.June 1968

Mr.C.Humpbridge today announced a vehicle exchange between Shelfield Corporation Transport,of which he is manager,and Greymound Coaches.Forty vehicles from each operator are involved.

The Corporation buses are 77-seater double-deckers, seven of which were built in 1694,13 in 1895 and the other twenty in 1766.All 400 were bodied by a local scrapmerchant who had premises on Penittone Road - he has since quit the City,apparently due to the lack of glass in local greenhouses.

Ald. Dy Sidney,speaking on behalf of the Council said the vehicles had proved unsuitable due to their great weight which resulted in sluggish performance downhill (they were unable to go uphills).The buses have been used on the Middlecud - Ecclesmall route(with alternate vehicles breaking down at Morefut roundabout) and on the Shelfield - Chestafeeld route,being towed up Meadhohed by G/R/S56.

A spokesman (in a local hostelry) for Greymound said the vehicles they would provide would mostly be single-deckers with a dozen or so double-deckers if they could be found on surrounding derelict sites.He also said some of the ex-Corporation buses would be sold to a travelling showman,a Mr.Geoff Halifax,who would use them as mobile gold fish tanks.

From Brain Dumborne,Atleclift,Thursday.

In the meantime:

No.1's in.....one-man Wartburg on the 145?..... No Mr.Gruntfuttock.....'Monocoach isn't Dougie..... Buzy Lizzies are bedded down at the moment,but we hope they will soon be in bloom again.....Swifts to be stacked? - by crane?.....No I haven't had a reply from....

NOTE: If you have any suggestions for this column please keep them to yourself or contact the nearest doctor.(The Hedhitor).

ADDITIONAL TO GREATREX FLEET LIST:- ARF 873D is no.130 BRE 298D is no.86 DRE 204E is no.133
It is unlikely that Greatrex operated any stage-services prior to taking over Nicholls.

LATE NEWS SHEFFIELD T.D. Swift 23-5 were delivered on Tuesday 18/6/68, chassis nos.2P2R181-3.

It is rumoured that by 1971 it is planned to close Leadmill Garage and replace this by a new depot at Mosborough. However Transport officials state nothing definite can be arranged until the new Mosborough developement is well under way. Mr. Humpidge hopes for a fast tramway service between the planned new town at Mosborough and Sheffield - the remainder of the Transport Committee have settled for an express bus service.

All the changes shown on page 2 & 3 of this issue (i.e. 12,512,17 etc.) will now be delayed as on Tues 18/6/68 the new schedules for these were thrown out by the Union, who will not accept any further changes until they receive a wage increase.

An article in the 'Morning Telegraph' quoted Mr. Humpidge as saying that within seven years the whole fleet should be one-man-operated. Seeing that it is now a year since o.m.o. was introduced in Sheffield, and there are still only eleven one-man-drivers (out of a total staff of 3,000) this seems very unlikely.

***** +++++ ::::: ????? ::::: +++++

DON'T MISS THIS

THE NEXT S.O.E.S. - N.T. TOUR

Sunday 7th.July 1968

As everyone knows by now Saturday 13th.July is the last day of Huddersfield's trolleybuses. A number of members have expressed a wish to visit the system again before the end, but also to incorporate a number of depot visits for the motor-bus fans who may grow bored at a long stay in Huddersfield itself. Thus the following tour has been arranged, and timed so that, whatever your interest, you will really enjoy this day out. Our last tour had only a moderate reception, and thus we were unable to return any refund on the fare - fares received just covering costs. So, if you have not taken part in an SOES

tour before,give us a try,we know you will come back again and again.We are especially calling the Manchester members here - full connecting facilities have been arranged with servive buses,so that Manchester members will be away from their home town no longer,hardly,than Sheffield and south Yorks. participants.Full details are:

SUNDAY 7th.JULY 1968

Depart Sheffield(Harmer Lane) 11.00 a.m.
Visit to Sheffield Transport Herries Garage*
Flouch Inn - 12.35 p.m. - wait for,and connect with SJOC rte.48 11.00 a.m. from Manchester,due Flouch Inn 12.35 p.m.
Visit to Baddeley Bros.,Holmfirth Garage
Arrive Huddersfield 1.40 p.m. - free hour to ride on and photograph service trolleybuses.Participants wishing to spend the full afternoon in Huddersfield may do so, and will be picked up at 6.20 p.m. on the return journey
Visit to Hansons Depot,Huddersfield*
Visit to Hebble Depot,Halifax
Visit to Bradford,Thornbury Depot(trolleys and diesels)
Returning via Huddersfield 18.20 to pick up members in Huddersfield,and also to connect with the Huddersfield Trolleybus Preservation Society tour due to leave St. George's Square 6.30 p.m. for any members who have booked seats for this.
Returning via Flouch Inn,6.45 p.m. - to connect with SJOC rte.48 bus to Manchester,due Flouch Inn 7.15 p.m.
Arrive Sheffield - 7.30 p.m.

The fare for the full tour is £1 to and from Sheffield, 17/6d to and from Flouch Inn(10/= to Huddersfield only) if up to 13 members attend,for numbers over this there will be a refund to all of the equivalent of the additional mebers fares being shared equally between all those attending.When booking you need only send a deposit of 5/=,and pay the remainder on the tour.Because of pressure of work,all bookings are being handled by our assistant secretary:
P.HANWELL,121,HOLMHIRST ROAD,WOODSEATS,SHEFFIELD,S8 OGW so please send your deposit to him.

Don't fork out large sums - bring all your friends along and halve the cost - you'll certainly have a really good time.LOOKING FORWARD TO HEARING FROM YOU.

N O R T H E R N
TROLLEYBUSES

TROLLEYBUSES OF THE SOUTH (A series by H.Woolford)

1.BOURNEMOUTH Part One

In 1933 Bournemouth's trams were due for replacement,so trolleybuses began to take over.In 1958 new trolleybuses were delivered,and in 1961 7 ex-Brighton trolleybuses arrived.The last of the original trolleys disappeared in 1965,these being the three open-toppers. On these the front exit and staircase had been removed, and a new timber open-top provided.

The routes were of a pleasant mixture,ranging from suburbs and town centre to the piers and Tuckton Bridge,on which the road is too narrow for trolleybuses to pass.

The most interesting feature at Bournemouth is the turntable at Christchurch.This was built as there was no other alternative(the trams reversed at a crossover). The trolleybus is dewired and pushed round by the crew. To 1967 a bamboo pole was provided to unhitch the trolleypoles,but in 1968 crews have to use the vehicles' own pole.

Two depots were originally used - one in Southecote Road(which supplied the power),and one almost adjacent to Pokesdown Station.In 1964 the Southecote depot(a combined motorbus and trolleybus depot) was moved to Mallard Road,which was on the former 32 trolleybus route.Being some distance from the existing routes about 3 miles of 'depot only' wiring,some along unrestricted road,have had to be metained..
By 1967 about ½ mile of wiring past the depot remained along the old 32 route,but this has now been removed, and the frogs to this locked in position.

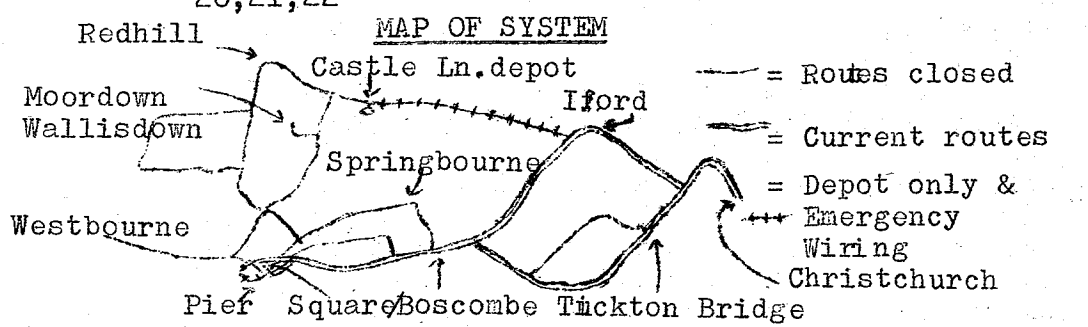
Earlier this year Pokesdown depot(an all-trolleybus depot) was closed,and the remaining 12 trolleys moved to Mallard Road.Also the generating station in Southecote Road was demolished in 1967.

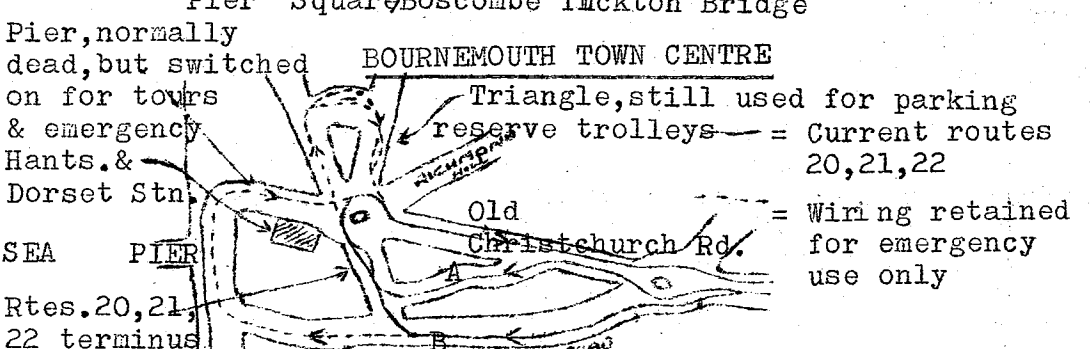
THE ROUTES (see map overleaf)

20 Bournemouth Square - Christchurch
24 Bournemouth Square - Jumpers Corner(short working on 20) via Lansdowne,Pokesdown and Iford.

21 Bournemouth Square - Christchurch /21)
22 Bournemouth Square - Tuckton Bridge(Short working on via Lansdowne,Pokesdown,Southbourne and Belle Vue Rd.
23 Bournemouth Square - Tuckton Bridge via Lansdowne,Pokesdown,Beaufort Rd.,and Cranleigh Rd.
25 Westbourne - Boscombe via Poole Rd.,The Square,Lansdowne,Springbourne
27 Square - Broadway via Richmond Hill,Cemetry Junc.,Moordown and Castle Ln.
28/29 Triangle-Square - Broadway - Lawford Rd via Richmond Hill,Cemetry Junc.,Charminster Rd.& 5 ways.
30 Boscombe - Kinson via Kings Pk.,Talbot Rd.,Turbary Park Avenue.
31 Square - More Avenue via Richmond Hill,Cemetry Junc.,and Fernheath Rd.
32 Triangle - Square - Jumpers Corner via Richmond Hill,Cemetry Junc.,Charminster Rd.,and Iford.

Closures 1966 25,27,28,29,30,31,32
1967 23,24
Current (due for withdrawl September 1968)
20,21,22




Pier,normally dead,but switched on for tours & emergency
Hants.& Dorset Stn.
SEA PIER
Rtes.20,21, 22 terminus
BOURNEMOUTH TOWN CENTRE
Triangle,still used for parking reserve trolleys
= Current routes 20,21,22
Old Christchurch Rd.
= Wiring retained for emergency use only
A
B
Trolleys enter centre by either A or B (approximately alternately)

A full list and description of Bournemouth's vehicles will appear next month.

S.L.T.MEMORIES

by P.J.Thompson

Part 2

The SLT was a fine example of an interurban trolleybus network and it provided some spectacular scenic contrasts between industrial surroundings and long stretches of semi-rural areas.You would notice this particularly on the Atherton-Swinton,where grey buildings and terraces gave way to the pleasant open greenery of Worsley and its woods where the traction poles stood like sentries along one side of the road,carrying the overhead on brackets.Trolleys on the other side could not fully pull into the unpaved kerbside because of insufficient tollerance.A similar situation existed along Cleggs Lane in Little Hulton.The variety of SLT hangers and wiring in general was fully matched by the trolleybuses themselves.

The most interesting vehicles were 1-47,because during their lives most were rebuilt(by SLT and S.H.Bond) with flat fronts to disguise their antiquity.Yet even some of these retained their curved side and rear skirt panels (vaguely reminiscent of a tram's rocker-panels), and all the rebuilds differed in finer details.All without exception kept their wood-framed seats,and by the 1950's had developed many creaks and insecurities in the bodywork,not the least of which was waistline sag. Perhaps the only exceptions were 1 and 7 which were completely rebuilt by Bond and SLT respectively to make them pass externally as quite modern vehicles.But it gave the game away even on these two when you ventured inside and saw a 1930 lower saloon oddly garnished with formica.Yet these two veterans soldiered on until the last day.A peculiarity common to all the prewar fleet was that front head and side lights were carried on brackets fixed to the sides of the bus;this was even the case with the rebuilds,and the general effect was that the equipment had been stuck on as an afterthought.

The St.Helens route I never knew properly,and it was probably the most interesting.Of the rest,the best was Atherton-Farnworth,which twice crossed the busy East Lancs Road.Leigh - Bolton was very much an 'ordinary'

route which lacked the mystic scenes of Atherton-Farnworth, although it did have a 1 in 16 gradient.But,if you could forget about concrete lamps and television aerials whenever an unbuilt Guy appeared Atherton-Farnworth was, in places,a real throwback to the past.However it was a sad take of decrepitude when you boarded,climbed the grimy stairs using the tarnished handrails and sat down at the stairhead alongside the sunken gangway.A characteristic smell of disinfectant,leather,nicotine and a general odour of damp and decay assailed the nostrils;after two whirring rings on what sounded like an ancient doorbell,the trolley would set off with a great lurch,the body wearily sagging back under the thrust.Each time the bus swayed into a corner,or hit an uneven road surface you would have the enthralling sight of the dirty window panes all moving in unison in their frames,and all the time the constant drum and clack of trolleyheads on the wiring.The occasional Guy strayed into the Bolton route's highbridge territory on Saturday and at peaks,and by way of retaliation there was (after 1956) sometimes a rare intrusion into lowbridge land by a "big one" beyond Worsley and up to Farnworth, sqeezing tightly under the quite low bridge at each of these places.

Auto-accelerators and automatic frogs hadn't been heard of in this part of trolley-land,and none of the buses had traction batteries either.Saloon lighting was by line-voltage,and the bulbs carried in hooded metal holders unique to SLT and resembling an opened change-carrier that you can still see in some big departmental stores.An impatient driver usually treated you to several tripped breakers in the course of a few stops,and it was blackout if the sticks came off at night! Schedules seemed pretty leisurely,but SLT trolleys(especially the little Guys) could show their heels very smartly to any gaudy new oilers under the tighter streches of "Straight"!

Every Whitsun,the religious processions in SLT-land meant bringing out the "jumper cable" - a way of moving a trolley when out of range of the overhead.It was simply 4 bamboo poles,2 great lengths of cable,and numerous men.These last had to hang one pair of bamboos in the wires and the other on the trolleyheads,scoop up trailing cables and haul them over the road out of the way of the reversing bus,signal passing motorists to steer clear,shoo away inquisitive children who ran all

over the place,and of course the perplexed SLT driver when to back up! there seemed to be no transferring passengers to continue their journey,because,as I recall, the trolleys were simply turned at each end of the "walks" and ran back whence they had come.It would have been quaint to have added to the timetable "Services disrupted during ceremonial processions".An acquaintance's photograph collection has some priceless views of these events,with plenty of cable trailing all over the road, and trolleys and bamboos in all directions!

The first route to close was the St.Helens joint (11 Nov.1956) which meant the end of trolleys at Platt Bridge depot and the withdrawl of 15 vehicles.As this was also the time of the Suez fuel crisis,these 15 were kept in store,and the wires left up so long into 1957 that the various councils along the route eventually demainded their removal for safety reasons.Even so,the last bits were not taken down until October 1957.A little like Stalybridge at the moment,except that the SLT stuff was almost at breaking point even before the service finished! It's interesting to recall that Manchester,at that time,were hastily rostering the 1240-55 Crossley six-wheelers to run all day as 57x Piccadilly-Thornley Park,to replace diesels on MCTD's half of the joint 57 from Swinton!

After the St.Helens route demise,the axe would have fallen on the rest of the SLT system shortly afterwards. But there arose a protracted legal wrangle between Lancs. United and Leigh Corporation over joint running rights within the borough of Leigh.Because of this the trolleys lingered on and flitted about the system for almost two more years - golden luck for your scribe who came camera-laden on to the scene for the last nine months and recorded the sad developements leading to the end.

THE STORY OF MANCHESTER 1344
PART THREE

1344,being at last in a really safe,covered home,work began in earnest.Within a few weeks the exterior had been given a fresh coat of red paint,the upper deck interior was finished,crome polished until it shone like a mirror and on the side Jim Widdowson painted a colourful advertisement for the Society.The eventual intention was to run her on the final day of trolleybus operation in Manchester,and it was intended to have her as near perfect as possible for this date.

Thus throughout the Summer of 1966 many happy hours were spent painting and polishing. There were still only the ½ dozen or so members in the Society, and, in September 1966 a local enthusiast who had frequently visited the bus, Mr. C.F. Isgar, was permitted to join the Society Committee - a decision which was eventually to bring about the downfall of the MTPS.

During the Autumn the final date of operation was learnt - this was to be December 31st. 1966, and Manchester Corporation were contacted to ask if the MTPS could run 1344 on that date. The National Trolleybus Association of Wolverhampton had enquired also whether they could run a vehicle, and the Corporation kindly agreed to the operation of both these tours. To ensure a full load the MTPS tour was to be run jointly with the Buckley Wells Bus Enthusiats - a much larger Manchester group. As it happened so many enthusiasts applied that it would have been possible to fill yet a third bus, but as Manchester Corporation would not allow a duplicate vehicle, many had to be refused.

A week before the closure 1344 was towed by Oldham Corporation to Hyde Road depot and new tyres fitted by Dunlop Co., who had agreed to loan these for the week. During the final week she was taken out on a number of occassions by Corporation employees on test, once entering Ashton and Stalybridge, wiring which Ashton Corp. would not allow to be used on the last tour.

The events of the last day are a story in themselves, but briefly, 1344 was taken out for a preliminary morning run, meeting Sheffield Transport no. 90 (then 900) hired by the SOES at the Snipe, before returning to depot. In the afternoon on the official tour all wiring was covered, including running up Every Street (a single wire for down trolleys only) and a number of battery turns. For much of the tour no. 90 followed with enthusiasts for whom there was no room on the trolley, though after a while all were accomodated (with about 20 standing!) and 90 stayed in Hyde Road depot. On odd occasions 1344 met up with Rotherham 44 - the N.T.A's vehicle for photographs, and any passengers who wished to transfer could do so. No. 44 entered depot early, and so, when 1344 now illuminated in the darkness, turned into Hyde Road Depot she was the very last trolleybus to run in Manchester.

The following week the old tyres were replaced, and the Oldham wagon came to return her to her temporary

home.

This is really the climax of the successful 1344 story, what followed was a series of tragic but avoidable events resulting in her now being owned by the Reading Transport Society. The final part of this story will appear next month.

ROTHERHAM TROLLEYBUSES (Continued)

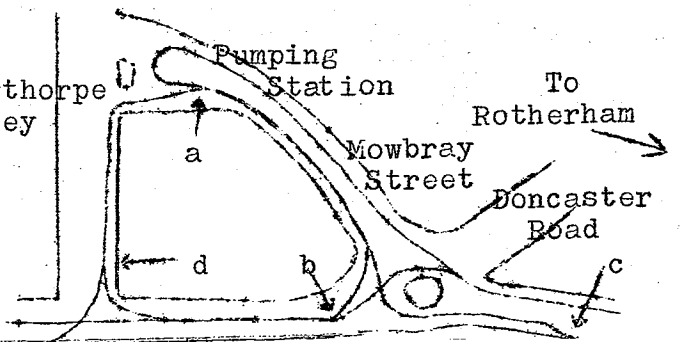
(by. D. Tummon)

THRYBERGH Route 6, SILVERWOOD Rote 49, Pumping Station rte. 5

The town stops for these were in Corporation Street rte. 6 running through from Kimberworth, and 5 & 49 laying-over in All Saints Square. At the bottom of Corporation St. routes turned right, passed the Mexborough stand from where the sungle-deck trolleys once ran, and along Fitzwilliam Road. This became very wide and straight, and high speeds could be reached. On the north-east side of this road was an interesting pair of wires suspended from bracket arms - the running wire being hung from span wires. These may have been the original running wires retained as feeders, but whatever their purpose, were not electrified on the last SOES tour, as an attempt was made, unsuccessfully, to run no. 30 under them.

The routes now reached a roundabout, where rte. 5 trolleys turned off right up narrow Mowbray Street to Pumping Station terminus, just a few hundred yards up this road. Here was a turning loop, but also a left hand turn pull-frog which took trolleys through a narrow lay by and down a single-track wire along Herringthorpe Valley Road, rejoining the main rte. 6 at the bottom with both left(pull) and right(frog set) turns. This was only used by the occassional trolley short-working between Silverwood and Pumping Station - the left hand turn back to town being never used except on tours:-

a-pull for straight
b-pull for pumping stn.
c-automatic frog, fire for Mowbray Street
d-pull for left turn



The fare to Pumping Station in 1965 was 4d.

At the roundabout the 6 and 49 routes contiued straight on through the village of Dalton.Here they left the main Doncaster Road and turned right up a very steep hill - so steep that only one trolley could climb it at a time,others following having to hang back until the leading trolley had reached the summit.(imagine the residents' feelings at having the silent trolleys replaced by CVG6's of all buses!).At the top of the hill the routes split,Silverwood turning off right.The Thrybrgh route continued straight along over a narrow bridge,and after about 200 yards turned in a loop at a wide road junction,within sight of the Doncaster road again.On the traction poles at each side of this loop were bulbs,which lit when the trolley hit a skate on approaching the loop,and were extinguished after it had completed the turn.The fare in 1965 to Thrybergh was 6d.

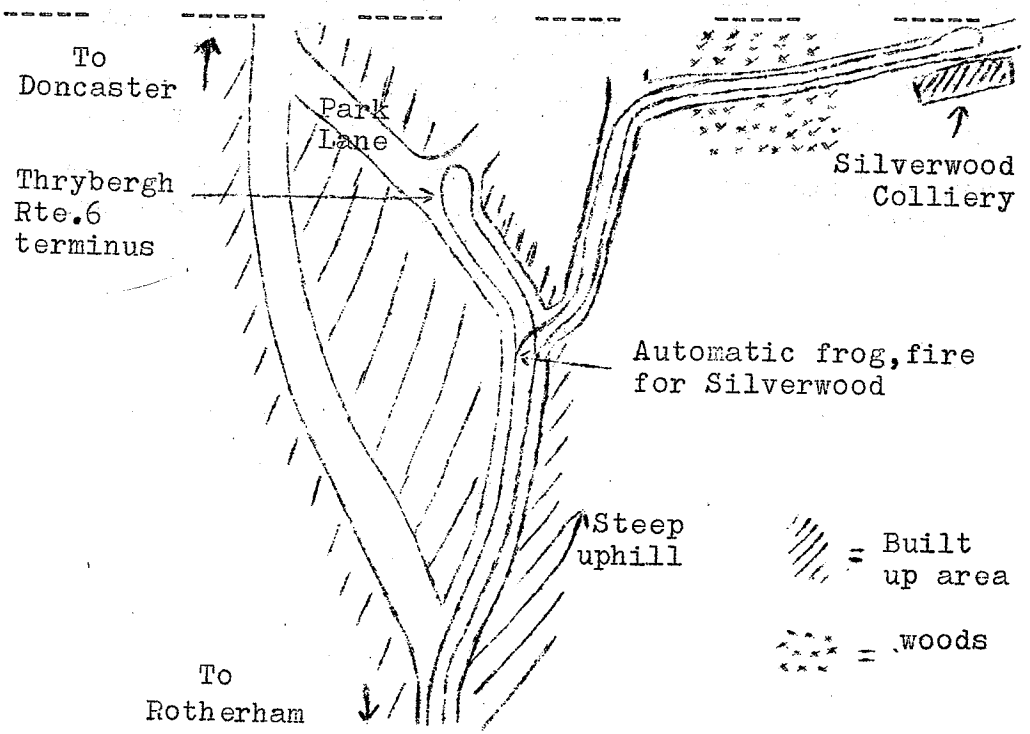
Route 49,to Silverwood Colliery,and running only at peak hours,would sound to the stranger as the most uninteresting route,but it was,to my mind,one of the most attractive in the country.The trolleys turned right off the Thrybergh route,and then followed a sharp left hand bend,when the stranger would be astonished to see he was out in open country.On one side was a pleasant valley-on the other a steep hillside,and the trolleys followed a narrow,bracket-arm.. lined road down into the valley.At the bottom of the gentle slope they turned right uphill once again,and entered a picturesque wood,and they were now on unrestricted road.From the general scenery over the remainder of the Rotherham routes one would not believe without seeing it that leaves would brush against the trolley sides,and rabbits run across in front of the Daimler six-wheelers.Naturally all trolleybus tours lingered on this section of route,the woods and mounds giving much variety for the photographer to produce excellent pictures.After about 1½ miles,passing very little traffic,this road leading only to the odd hamlet, the pylons and pit-shafts of Silverwood colliery were reached,and the trolleys turned at the pit entrance in an unmade earth lay-by,to return,through the countryside to the Thrybergh wiring again - only the left hand turn after leaving the Thrybergh route hiding the marvellous Silverwood route from the unacquainted enthusiast on the "main line".

Trolleybuses left in service until the end were

25,30/1/3/6/7/9,40-44,although 25 was not used on the last day.32 was cannibalised shortly before the end of the system,possibly July.Around the end of the system trolleys were allowed to deteriorate somewhat,especially on tyres - I (DEV) saw two punctures on the last day. on the Sunday prior to the close 41 lost a trolley-head on the town-centre roundabout,and 36 was seen being towed in with a trolleyboom snapped in two.

I have never seen a motor-bus used on a Rotherham trolleybus route until the last day of operation when, surely incorrectly,the last service bus to Silverwood was worked by a motorbus (1.30 p.m. ex.Town - lunchtime being the last journeys on the colliery only service).

A few weeks after the close a visit to the Silverwood section showed a very sorry state as wires had just been chopped through,and hangars and span wires were left hanging from poles in the wood.A few weeks later all wire and poles had been removed,so that,when a friend was shown over this route recently he would not believe that this quiet,country lane had ever been a trolleybus route.



NEWS FROM ABROAD

(D.Careless)

HALIFAX,Nova Scotia,Canada

A new building project in the centre of town has meant re-routing all trolleybus routes except two.We intend to publish a full map of the Halifax trolleybus system in next month's issue.

Right,well that's it again this month.Wherever you live do try and make it for our Huddersfield/Bradford tour - we're relying on you to continue our past history of many really good tours.

I'd just like to take this opportunity to say,for all, thankyou very much to P.J.Thompson for his South Lancs. trolleybus system article,concluded this month - the majority of members could not take an active interest in trolleybuses as far back as 1956,and thus really enjoy hearing of this "antique" trolleybus system. We are very grateful to all who have sent in news and articles for our magazine - do keep this up so that all our magazines can be 24 pages + long.

To everyone going away in holiday - have a very enjoyable time,and,until next month,cheerio for now,

Dennis E.Vickers	Robert Banks	Malcolm Q.Craig
Secretary	Editor	Treasurer.

------oOo------